

NOTICES.

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WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturer,
High Class English Jewellery.

KAM HING KNITTING COMPANY.

Manufacturers
Stocks, Singlets, Jerseys, Sweaters, etc.
24, Haiphong Road, Kowloon.
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MRS. A. TSUCHIOKA,
31, WYNDHAM STREET,
HONGKONG. PRINTING OFFICE,
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LONG HING & CO. PHOTO SUPPLIES,
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No. 171, Queen's Road Central, Hongkong.

HOTELS AND CAFES.

LEADING FAR EASTERN HOTELS.

HONGKONG: Hongkong Hotel Peak Hotel
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SHANGHAI: Astor House Hotel Palace Hotel
Grand Hotel Kafee

PEKING: Grand Hotel des Wagons Lits

The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons Lits, Ltd.

Tel. No. 812. GARDEN HOTEL. Tel. Add.: "Carlton."
The Only American Hotel in the Colony.
Nice and quiet only a few minutes walk from the Banks and
Central Districts. 43 Bedrooms. Excellent Cuisine. Extravagantly clean.
Under American Management. For terms apply to
MRS. F. E. CAMERON, Proprietress.

(Two minutes from
Star Ferry.) PALACE HOTEL, KOWLOON
Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
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families on application to
Telephone K. 1. Telegraphic Add.: "Palace."
J. H. O'KEELEY, Proprietor.

Tea, Dinners, Teas at moderate prices or by Monthly Tickets. Ice Cream
Parlour and Ladies' Private Room. Candies, Chocolates and other
Confectionery. A Specialty.

AMERICA CO., LTD. Cafe and Dining Rooms.
(30 and 33 Des Voeux Road, Central).
Confectionery, Bakers, and General Caterers.

Weddings, picnics and other parties especially catered for.
Dresses, hats, and other articles made to order. Ships supplied
by arrangement.

HOTEL "ASIA"

WEST BUND, CANTON

Leading Hotel in South China

First class Accommodation. Electric Lights. Fans
Elevators. Roof Garden. Hammocks. Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the

SUN CO. LTD. CANTON

NEW MARKET HOTEL
At the corner of New Market and Canton Roads.
Rooms, Apartments, and Serviced Apartments.
Large and comfortable rooms.
Electric Light, Fans, and Air Conditioning.
Hammocks, Saloon, and Swimming Pool.
Excellent Cuisine. Moderate Rates.

WAH ON HOTEL
Opposite Victoria Dock
AND THE WHARF
Canton, China.

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Telephone 2222
Cable Address: WAH ON HOTEL
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LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS
Public Auctions

Messrs. LAMMERT BROS. are instructed to sell WITHOUT RESERVE The S.S. "KAM MA" Now lying off Shamshui Po under an Order of the Court by PUBLIC AUCTION on WEDNESDAY The 12th day of July, 1925, at 3 o'clock p.m. In One Lot At their Auction Rooms in Duddell Street.

The ship is a wooden ship of approximately 1800 tons capacity with accommodation for about 80 Chinese passengers.

Length 252 ft. or thereabout Beam 25 ft. or thereabout For particulars to view apply to Messrs. Lammert Bros. The Auctioneers. For further particulars apply to,

MESSRS. JOHNSON STOKES

AND MASTERS

Prince's Buildings

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MESSRS. LAMMERT BROS.

the Auctioneers,

Duddell Street.

Hongkong, June 21, 1925.

INTIMATIONS

IRISH FREE STATE
provisional
POSTAGE STAMPS
surcharged
RIALTAS
SEALADACS - NAM - KIRREANN
1 penny to 10 shillings
unused set of
15 stamps for \$12-net.

GRACA & CO.
Dealers in Postage stamps, view
Post Cards, Religious Goods,
Seed, Toys, etc. etc.
No. 10, Wyndham Street,
P. O. Box 630. Hongkong.

JAPANESE MAKERS
Every kind of Footwear.
MADE TO ORDER.

CHERRY & CO.
8, D'AGUILAR STREET.
Opposite Kaymanly & Co.
Telephone No. 491.
Hongkong, March 20, 1914.

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N. AKAI
Graduate of Tokio Massage School.
From 10.30 a.m. to 5 p.m.
No. 2, Queen's Road Central,
2nd Floor.

MASSAGE.
Mrs. HONDA, Mrs. KIBAKI and
R. SHIMIZU.
No. 24, Wyndham Street.
(opposite to the "China Mail")

SWAY HOUSE
HAT MAKER.
No. 18, Wyndham Street.

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

SHIPPING IN THE EAST.

COMPETITION WITH THE
BRITISH INDIA LINE.

The future of the British-India Steam Navigation Co.—"assailed on all sides by crosier from America, Australia, Japan and Great Britain we hear of thousands of tons of shipping being laid up, so far, with the exception of old ships which have exceeded their allotted span, not one British India vessel has been laid up in the East.

Mr. Currie thought that the future was mainly dependent on politics. Ever since the war started, he pointed out, almost every Government had become imbued with the idea of its great and inherent gift for running all industries. Under the phenomenal circumstances then existing, he did not say that it was not right that they should have exercised control; in fact the requisitioning of all shipping in 1917, was justified by results, but by the time this requisitioning took place the Government had awakened to the fact that it was necessary to appoint in charge an experienced and able shipowner, and to him the success was due, not to the Government as a Government.

Thank goodness, Mr. Currie concluded, Great Britain had been saved the curse of a nationalized mercantile marine with its interminable red tape and its inflexibility. During the war, he remembered attempting to assist some commanders of transports to recover their passage claims; one they chased through several Government departments in Bombay to Poms, thence to Quetta, and then they gave it up. One could imagine an able commander, after a six months' voyage, chasing his portage bill from here to Delhi, and if the summer had just arrived, thence to Simla. At the present time they were struggling in the office to trace something like two dozen bills issued to the Pentapots at Port Said somewhere about 1915.

Mr. Currie said that the Indian Wireless Act which will involve an expenditure of several lakhs of rupees, quite apart from the extra running charges, which will have to be incurred. An other example, though not measurable in terms of money, is the attempt, by the Indian Seamen's Union, to obtain control of the recruitment of our Indian seamen. The game is political, and we have to fight it, otherwise the Moslemists who run it will exert their "soil force" upon our crews, which will end in laying our steamers up.

Unfortunately, Mr. Currie went on to observe, other countries did not possess a British-India Chairman, and to mention a few—Australia, Canada and the United States have all been bitten by the mania for possessing their own mercantile marine. And now we have a certain section in India thinking like wise. But there is always a silver lining to the cloud and on part of the lining is the loss sustained by those Governments at present busy with this hobby of ship owning one country. I am told, since writing of depreciation, lost £1,000,000 last year. The worm devours the fat layer, and surely the same applies to us.

It is a pity that the Indian Government is not more active in this matter, and perhaps they are. I am not so sure. In any case, we must carry on, and we must be prepared to meet the new conditions.

FARES FOR PUBLIC
VEHICLES.

CHAIRS.

I.—In Victoria, with two Beavers.
Quarter hour, 10 cents.
Half hour, 20 "
One hour, 30 "
Three hours, 70 "
Day (6 a.m. to 6 p.m.), \$1.00
If the trip is extended beyond Victoria, half fare extra.
Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Beavers.
Hour, 60 cents.
Three hours, \$1.00
Six hours, 1.50
Day (6 a.m. to 6 p.m.), 2.00

III.—In the Hill District.
With 2 Beavers With 4 Beavers.
Quarter hour, 45 "
Half hour, 90 "
One hour, 135 "
Two hours, 270 "
Three hours, 570 "
Day (6 a.m. to 6 p.m.), 1.00
Subsequent hour, 2.00

RICKSHAW.

I.—In the Island of Hongkong, if engaged in Victoria.
Five minutes, 5 cents
Ten minutes, 10 "
Quarter hour, 15 "
Half hour, 30 "
One hour, 60 "
Subsequent hour, 30 "

Note.—If the ricksha is engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria, either to or be discharged to the East of the Victoria Harbour on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be charged.

II.—In Kowloon.

After hour, 5 cents.
Half hour, 15 "
One hour, 30 "
Subsequent hour, 10 "

III.—Tsim Sha Tsui Road.

Twenty cents shall be added for each extra hour or part of an hour if the rickshas journey to take longer than:

each mile—75 cents; 1 hour.
return, \$1.00; 2 hours.
second to 8th mile—\$1.00;
return, \$1.00; 4 hours.
and 8th to 9th mile—\$1.00;
return, \$1.00; 7 hours.
and 9th to 11th mile—\$1.00;
return, \$1.00; 8 hours.
and over 11th mile—\$1.00;
return, \$1.00; 9 hours.

For journeys beyond the 11th mile a written notice of previous arrangements in each case.

These fares do not apply to one with three rickshas from Tsim Sha Tsui.

NEGLECT YOUR FAMILY.

It fails to provide for the welfare of Chamberlain's Colleagues. Kennedy, at this season of the year, are neglecting them, as how it is sure to be revealed; and it is a gross malady to be treated. It is especially true if there are any in the family. A dose or two of the following will place the family in good health, and perhaps give it a new lease of life. The doctor's bill, like ours by all means, is very reasonable.



BURNETT'S

FINEST LONDON

DRY GIN

unique in character and flavour.

Gives that distinctive excellence
to a Cocktail.

Sole Importers:

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 81 YEARS.

Wm. **Powell** Ltd.
TELEPHONE 3145

PLAIN & FLORAL VOILES
FOR
BATHING - PARTY FROCKS

ZEPHYRS
TOBRALCO
SUNRESISTA
LEVITO
DRESS LINENS
SPONGE CLOTH
SINGLE & DOUBLE WIDTH
PATTERNS SENT ON REQUEST.

BIRTHS.

HORNER.—On June 29, at Shanghai, to Mr. and Mrs. W. Horner, of Chinkiang, a son.

NEDERVEEN.—On June 29, at Shanghai, to Mr. and Mrs. T. Nederveen, a daughter, (Anna Maria.)

SARKARI.—On June 30, at Shanghai, to Mr. and Mrs. K. C. Sarkari, a daughter.

DEATHS.

RICE.—On June 26, at Shanghai, Thomas George Thornton McDermott Rice, beloved husband of Mrs. Rice, of 32 Tongshan Road, Shanghai.

JENSEN.—On June 30, at Shanghai, Mrs. Herbert J. Jensen (Jeanne).

SIR RICHARD GIBSON.

SIR RICHARD GIBSON, PUBLIC SERVICE.

SINGAPORE, WEDNESDAY, JULY 6, 1922.

THOMAS HARDY.

Thomas Hardy, incomparable humorist of life in prose story form, is turned 82 years old. This is not a bit of information for the idle curiosities reader; it is a signifi cant fact; it is the text for a necessary howdy. He has just published a new collection of poems, with a preface by logy from which the servants of prejudice have been extracting anent for the propagation of falsehood. Yielding place to pene admiration of his prose, we claim that we can without disrepect point out that at 82 a man should not be held responsible for every word he utters, that he should not be taken too literally, that (in short) it is fair to conclude that his mental powers are no longer what they were. Certainly, unknown to the real like that he was, his moods have changed, his outlook has altered, his judgments are confirmed. Clinton Beck in "The Times" claims that Thomas Hardy is now on the side of orthodoxy. It is not evident in the text quoted, but even if so, the Master is 82. Even if Thomas Hardy does (at 82) think that this age is the beginning of another Dark Age, full of malice and evil and darkness, that does not tell us all. All of them have spoken of our country has been reported going to the dogs in almost every direction. However, these literary satirists who shine in the reflected light of the great men, the masters, of our history,

LOCAL AND GENERAL

Arrival by the P. & O. s.s. "Kashmir" yesterday included Lady Astor, wife of the British Minister to Peking who is going home with her son, Mr. Thomas Astor.

A Chinese was yesterday removed to the hospital from Shaikwan suffering from injuries to the right cheek and both legs received through being knocked down by tram car No. 10.

Suffering from injuries to his arms received through being knocked down by motor car No. 211, in Connaught Road Central, an elderly Chinese was yesterday afternoon removed to the hospital.

A Lyman quarry master reports to the police that at 8 p.m., yesterday, two of his sons and a friend named Lee San went for a swim in the harbour at Mawan. Lee San suddenly disappeared and was not seen again.

Mr. James P. Davis, Consul at Bangkok, has been appointed Administrative Consul for the United States at Shanghai to succeed the present Consul, Mr. M. F. Perkins, who has been detailed to the Department of State for service in the Division of Far Eastern Affairs.

Mr. Scott of Messrs. Alex Ross and Co., was driving motor car No. 491 up the Lower Alber Road incline towards Caine Road yesterday afternoon, when nearing the top of the incline the steering gear suddenly failed and swerved to the right the car ran into the bank. One of the front wheels was bent out of position. Mr. Scott escaped without injury.

The death of Mr. Lewton Brain, B.A., F.L.S., which took place from malignant malaria, at the European hospital, Kuala Lumpur removed from the Malayan Civil Service an able officer, who had presided over the destinies of the Agricultural Department for many years. It was only recently that he returned from Port Dickson where he had gone for a change.

The motorship "Tenarina," 10,875 tons dead-weight, arrived in port yesterday from Christiania via Antwerp on her maiden voyage. A feature of the vessel is the funnel which not only carries off the exhaust but encases a large tank of water which is kept continually hot. The new vessel has a length of 444 feet and a speed of 12½ knots. She is fitted with two cylinders Diesel engines and has three dynamos for providing electric power.

OUR RAINFALL.

7.20 INCHES FOR JUNE.

Following is the record of the rainfall during June, 1922, at the Botanic Gardens:

DATE.	INCH.
1st.	—
2nd.	—
3rd.	—
4th.	—
5th.	.07
6th.	.39
7th.	.04
8th.	.04
9th.	.04
10th.	.98
11th.	.04
12th.	.10
13th.	.34
14th.	.05
15th.	—
16th.	—
17th.	.01
18th.	.01
19th.	.21
20th.	2.54
21st.	.69
22nd.	.04
23d.	—
24th.	.04
25th.	.08
26th.	—
27th.	—
28th.	.33
29th.	.27
30th.	—
Total.	7.20 inches

ARMED ROBBERY.

A Chinese married woman living on the second floor of No. 37, Portland Street, was washing herself in the kitchen of her house at 7.30 yesterday morning when the door was suddenly shoved open and a man armed with a dagger entered. The woman and her daughter, who was washing some clothing outside the kitchen door, were driven into the rear cubicle of the flat. Here two other men, also armed with daggers, were standing. Leaving one man to stand guard over the two women, the other struck the husband. The master says he received a letter from the firm asking him to go alongside the wharf. That was a provisional letter telling him to go to the Kowloon wharf if his ship had not been for a duration the wharf occurred shortly afterwards aboard your ship nothing would have been known to the harbour authorities of this port that the ship had any dangerous goods at all.

Witness: No.

The Magistrate: That is most extraordinary; it is his defence.

Witness: I think the Captain is making a mistake.

The Magistrate: Do you consider calcium carbide dangerous cargo?

Witness: Yes, I consider it very dangerous cargo.

The master says he received a letter from the firm asking him to go alongside the wharf. That was a provisional letter telling him to go to the Kowloon wharf if his ship had not been for a duration the wharf occurred shortly afterwards aboard your ship nothing would have been known to the harbour authorities of this port that the ship had any dangerous goods at all.

Witness: No.

The Magistrate: It is months before they come here.

Witness: No.

The Magistrate: Living his variety, the "Marie" money and clothing worth \$200. All this was escaped.

PEKING MARU FIRE.

MARINE COURT PROSECUTION.

CAPTAIN FINED \$50.

"I consider this one of the most flagrant cases of wilful contravention of the harbour regulations that has yet come before me," declared the Marine Magistrate (Commander C. W. Beckwith R.N.) this morning in trying Captain Y. Fukami, master of the O. S. K. "Peking Maru" which caught fire shortly after her arrival in the Harbour on June 27.

Captain Fukami was charged with having failed to notify the Harbour Master that he had on board his ship dangerous goods—124 drums of calcium carbide and 50 cases of sulphuric acid—in contravention of the Dangerous Goods Ordinance. Another charge alleged that having these dangerous goods on board, he anchored his ship to a buoy which was not in the Dangerous Goods anchorage.

He denied the first charge and pleaded guilty to the second.

Evidence was given by the second boarding officer that he went alongside the "Peking Maru" about half an hour after her arrival. She was lying at buoy B.24 and there was no gangway down her sent up a harbour form by a seaman. The document was filled in, signed by the defendant and returned to him and he afterwards handed it in at the Harbour Office. It showed the "Peking Maru" as having 1,367 tons of general cargo, 936 tons being for Hongkong.

Questioned in the witness box by Commander Beckwith, Captain Fukami said he had been a master for three years and a half and this was his first voyage on the "Peking Maru". He joined the ship at Kobe; she was one of the O.S.K.'s regular liners to Calcutta. He was aware that he had dangerous cargo on board. He was in Hongkong as a chief officer four or five years ago and had only been in China ports.

The Magistrate: You know that these are Dangerous Goods Regulations common to all European civilised ports?

Witness: Yes.

Do you consider that calcium carbide is dangerous goods—is it regarded as dangerous in Japan?—Yes.

Is it a common practice in Japan to stow calcium carbide in the holds or tween-decks?—Yes.

Can they get insurance to cover it?—Yes.

Is it always insured by Japanese companies or do you try to get English companies to do it?—We get Japanese companies.

There has been no protest against cargo being stored in this way?—No.

You had also 50 cases of sulphuric acid on board?—Yes, that was stored on the after part of the deck.

When you came into Hongkong you went straight to B.24 buoy, who told you to go there?—The Chinese pilot took me there.

Did you tell the pilot you had dangerous goods on board?—No.

Do you think yourself that the authorities would allow you to be in at that buoy if they had known you had these dangerous goods on board? I telephoned to the agents from Osaka on June 17, and expected they would have a special permit.

Did you get any answer?—No.

When you arrived and the Harbour report was sent up, you filled it in and gave the name of this cargo as general cargo?—It was not explosive so I called it general cargo.

Asked what he had to say in his defence the defendant said he thought that since he had sent the telegram the office here would get a special permit.

The Magistrate found that there had been no serious carelessness, but it was obvious to him that when two drills were so close to each other more than ordinary care should have been taken. He imposed the nominal fine of \$5.

Mr. Lo said that damage was done in Mr. Mackintosh's house to stand up. He did so and the girl examined him for sometime. Plaintiff went close beside the witness box and after considerable hesitation the witness said "That is the man."

Mr. Lo: You were told to say that the man who knocked at the window shouted in English?—No.

The Chief Engineer always speaks to people on board in Chinese?—I don't know.

Evidence by the girl: I think the man who was the man who peeped in. Later she corrected herself and said he was not the man.

His Lordship then directed the plaintiff to stand up. He did so and the girl examined him for sometime. Plaintiff went close beside the witness box and after considerable hesitation the witness said "That is the man."

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THE ENGINEER-IN-CHIEF OF THE FLEET.

The announcement of the retirement of Engineer Vice-Admiral Sir George Goodwin, K.C.B., M.D., from the post of Engineer-in-Chief of the Fleet, and the succession of Engineer Rear-Admiral Robert B. Dixon, C.B., with concurrent promotion to the rank of vice-admiral, is an event of more than passing interest. In the first place it is appropriate that the work done by Sir George should be acknowledged, and in the second place that the appropriateness of the new appointment should be recognised. Sir George Goodwin became Engineer-in-Chief in June, 1917, on the retirement of Engineer Vice-Admiral Sir Henry Orton, K.C.B., who had held the position since 1907. As Sir George had, however, served as Deputy Engineer-in-Chief during the whole of Sir Harry's term of office, he has been either immediately associated with or actually in control of the engineering policy of the Navy for a period of fifteen years.

Admiral Dixon takes over the position of Engineer-in-Chief at a time when it is essential that an officer with a power to visualise clearly the present position and the future is most necessary. He was a distinguished student of the Marlborough and of the Naval College at Greenwich, and has gained considerable practical experience in important diverse appointments during his career. Leaving the Marlborough in 1888 he became Chief Engineer in 1900 and Engineer-Commander in 1904. Apart from service in several ships, he has held positions at the Admiralty, and was Engineer Manager of Portsmouth Dockyard from 1912 to 1917, being promoted to Engineer Captain during his tenure of this appointment in 1915. He served from 1917 to 1919 as Assistant to the Dockyards, and became Assistant Engineer-in-Chief in May, 1919, and was promoted to the rank of Rear-Admiral in the same year. In June, 1920, he became Deputy Engineer-in-Chief which position he now relinquishes to attain the highest position in the engineering branch of the Navy. With such experience behind him there is no reason to doubt that a progressive policy will be maintained, and that British naval engineering will still keep its position in the front rank at a standard which has given it its prestige in the past.—Engineering.

CHINESE IMMIGRANTS TO THE STRAITS.

The annual report of the Secretary for Chinese Affairs in the Straits Settlements gives the number of Chinese immigrants for 1921 at 191,043, the highest since 1913 and 65,000 more than in 1920. Of these there were 23,723 females, an increase of over 28 per cent over the previous year, a record in actual arrivals, but a lower percentage of the total than in 1920. The balance of immigration over emigration was 92,057 or 48.7 per cent.

The increase in the number of immigrants is somewhat surprising in view of the stagnation in the tin and rubber industries during the year; it may be ascribed to the unsettled political conditions in South China—the fall in passage rates due to competition from an increasing number of steamers on the Straits-China run and the reduced price combined with a fairly steady rate of exchange ruling throughout the year.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Steamship

"BANKA"

will be despatched on or about 9th of July, taking cargo for

BANGKOK.

For Freights and further particulars please apply to
MANNERS & BACKHOUSE, LTD., Agents.

HAMBURG-AMERIKA LINE.

M.V. "RHEINLAND"

for Rotterdam, Hamburg, etc.
About 6th AUGUST 1922.

ARNHOLD BROTHERS & CO., LTD.

Agents No. 1500.

London, E.C. 2.

Telephones: 2222, 2223, 2224.

Telex: 2222, 2223, 2224.

Cables: 2222, 2223, 2

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only); from Canton daily at 8 a.m. and 8 p.m. (Sundays 8 p.m. only).

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings—To Macao—Daily at 8 a.m. and 8 p.m. (Sundays at 8 a.m. only); from Macao—Daily at 8 a.m. and 8 p.m. (Sundays at 8:30 p.m. only).

Further information may be obtained at the Company's Office, 4 Des Voeux Road Central, Messrs. Thos Cook & Sons, or the American Express Company, Hongkong.

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Through Bills of Lading issued from Hongkong.

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DEI & BANGKOK VIA SAIGON & SINGAPORE—Regular monthly PASSENGER service.

BUSHU MARU Wednesday, 18th July.

CALCUTTA—Forthnightly service via Singapore, Penang and Bangkok.

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BAUGU MARU Last week of August.

NEW ORLEANS Via SUZEE.

SUMATRA MARU Thursday, 28th Sept.

JAPAN PORTS—Koto & Yokohama via Shanghai.

ANDES MARU Tuesday, 11th July.

KELUNG via SWATOW & AMOY.

KAJO MARU Every Sunday at Noon.

AMAKUSA MARU Every Sunday at Noon.

TAKAO via SWATOW and AMOY.

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WEDNESDAY JULY 6, 1927

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SHIPPING

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EASTERN & AUSTRALIAN
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INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
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DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government)

S.S.	Tons	From Hongkong (about)	Destination
"M'ZAPORE"	6,500	7th July	Singapore, Colombo & Port
"SOUDAN"	7,000	10th July	do. at 4 p.m.
"KARMA"	8,000	10th July	MARSHALLIS, London & Antwerp
"KASRAG"	8,000	1st July	Elbe, Marseilles, London & Antwerp
"SARDINIA"	8,584	15th Aug.	MARSHALLIS, London & Antwerp
"DEVANHA"	8,002	3rd Aug.	do. do.
"NOVARA"	8,550	17th Sept.	MARSHALLIS, London & Antwerp
"MACEDONIA"	10,112	27th Sept.	Elbe, Marseilles, London & Antwerp
"FALYAN"	8,87	11th Oct.	do. do.
"DON J."	8,058	25th Oct.	do. do.
"KRYER"	9,01	2nd Nov.	do. do.
"NAGOYA"	7,00	22nd Nov.	do. do.

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	8th July	Manila, Townsville, Brisbane, Sydney at Noon.

Frequent connections with The Union S.S. Co.'s services from Australia to
The United Kingdom via New Zealand, Victoria, San Francisco, etc., or via The
New Zealand Shipping Co.'s vessels for Southampton and London via Panama
Canal.

SAILINGS TO SEANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	7,000	6th July	Shanghai
"JAPAN"	6,652	9th July	Amoy, Shanghai and Kobe
"SARDINIA"	6,664	11th July	Shanghai, Keelung and Yokohama

All dates are approximate and subject to alteration without notice.

Passengers for Persia must fly before 10 a.m. at Singapore while waiting for the on coming steamer.

1st Saloon Passengers may travel by B.L.M.R. Company's steamers between Singapore and Colombo.

All Cabins are fitted with electric light free of charge.

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"THE PATHWAY OF THE SUN."

STEAMERS
"SIBERIA MARU" 7,000 LEAVE HONGKONG.
"ST. KYO MARU" 5,000 July 4th.
"KOREA MARU" 22,000 July 5th.
"T.P.B.TA MARU" 9,000 August 9th 10.30 a.m.
"TAIYO MARU" 26,000 Sept. 9th.

Calling at: Dairen, Keelung, Shanghai.

1 Calling at: Keelung, Shanghai.

2 Calling at: Dairen, and arriving Shanghai.

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HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILIO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BAHIA, CALLOO, MELLADO.

TRAVEL BY SOUTH AMERICAN BOAT TO BAHIA, ARARA.

STEAMERS
"GUNYO MARU" 12,500 Sept. 4th.
"ST. KYO MARU" 18,000 Oct. 5th.
"H.I.Y. MARU" Omitting Manila.

For full information respecting passage and freight rates apply to—
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The M/S "PERU" will be loading at Rotterdam, Antwerp and Hamburg,
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Further sailing—

M.R.—PERU 1st July.

M.S.—PERU 1st July.

M.S.—JAVA 1st September.

M.S.—TURKEY 1st October.

M.S.—KOREA 1st November.

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MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES

Butcher Meat.

	June 22	June 23	June 24	June 25
Beef Sirloin—Hng Long Pa	12	12	12	12
Prime Cut	12	12	12	12
Corned—Hng Ngu Yt	12	12	12	12
Breast—Hng Ngu	12	12	12	12
Leg—Tong Yik	12	12	12	12
Steak—Hng Ngu Pa	12	12	12	12
Beef Strips—Hng Lai	12	12	12	12
Salmon—Hng Cheung	12	12	12	12
Salmon's Brains—Hng No. 12	12	12	12	12
Tripe (undressed), Hng To In 8	12	12	12	12
Tripe, fresh—Hng Liach 80	12	12	12	12
Tripe, corned—Hng Ngu Li each 75 cents	12	12	12	12
Head—Hng Tan... each 1.00	1.00	1.00	1.00	1.00
Heart—Hng Sam... 12	12	12	12	12
Hump, Salt—Hng Kin...	12	12	12	12
Foot—Hng Kau...	12	12	12	12
Kidneys—Hng Yik...	12	12	12	12
Wing—Hng Mai...	12	12	12	12
Liver—Hng Sam...	12	12	12	12
Tripe (undressed), Hng To In 8	12	12	12	12
Salmon Head and Feet—Hng-nai-hau-kuk	12	12	12	12
Matson Chop—Young Pei Kuih 12	12	12	12	12
Leg—Young Pa...	12	12	12	12
Shoulder—Young Shan...	12	12	12	12
Saddle—Young On Yuk...	12	12	12	12
Fo'st Chittlings—Hng Chong...	12	12	12	12
Brain—Chu No. per lb.	12	12	12	12
Foot—Chu Kuk...	12	12	12	12
Fry—Chu Chap...	12	12	12	12
Head—Chu Tan...	12	12	12	12
Heart—Chu Sam... each 10	10	10	10	10
Kidneys—Chu Yung...	10	10	10	10
Liver—Chu Ren...	10	10	10	10
Matson—Chu Yung...	10	10	10	10
Foot—Chu Kuih...	10	10	10	10
Leg—Chu Pa...	10	10	10	10
Foot—Chu Hui Tui...	10	10	10	10
Foot, Liver—Chu Yung...	10	10	10	10
Matson—Chu Yung Yen...	10	10	10	10
Salmon—Hng Tei Cheung	12	12	12	12
No. 1—Hng Tei	12	12	12	12

Poultry.

	June 22	June 23	June 24	June 25
Chicken—Kui Tan	12	12	12	12
Capon, Salt—Hng Kai	12	12	12	12
Capon, Large—Hng Kai	12	12	12	12
Duck—Hng Kai	12	12	12	12
Dove—Hng Kai	12	12	12	12
Eggs, Hng—Kui Tan (medium) per dozen	12	12	12	12
Eggs, Hng—Kui Tan (fresh) per dozen	12	12	12	12
Powder, Hng—Kui Tan	12	12	12	12
Powder, Hng—Hng Kai	12	12	12	12
Quail—On Chin	12	12	12	12
Partridge—Chu Kn	12	12	12	12

Fruit.

	June 22	June 23	June 24	June 25
Almonds—Hng Yam	12	12	12	12
Apples (California)—Kam Shan	12	12	12	12
Apple, Pine	12	12	12	12
Banana, (British), Macca, ... a	12	12	12	12
Banana, (Chinese), Hng Ching ...	12	12	12	12
Carambola—Young To ...	12	12	12	12
Cocoanut—Po Yo ...	12	12	12	12
Lemon, China—Young Meng ...	12	12	12	12
Lemon, (American)—Kam Shan	12	12	12	12
Lime—Young Meng ...	12	12	12	12
Litchi, Dried (small stones)—Lai Ching Kong ...	12	12	12	12
Orange, (Citron), Sweet—Hng ...</				

**"A LITTLE SEVERE"**

ILL-TREATMENT OF SMALL GIRL ALLEGED.

Mr. E. W. Hamilton resumed hearing yesterday afternoon of the case in which a Chinese woman living on the top floor of No. 73, Wyndham Street was charged at the instance of Chief Inspector Kerr with having ill-treated a 4-year old girl by beating her with a feather duster and tying her hands behind her back with a handkerchief.

The defendant who was not legally represented at the previous hearing, claimed the child as her own, and said that she had no reason for ill-treating her. What she did was to give the child a few strokes because she was mischievous and she then tied her hands to frighten her and make her stop crying.

The case was remanded so that the defendant might call her husband to give evidence.

At the resumption yesterday, Mr. A. E. Hall appeared for the defence.

The defendant's husband Mr. Ip Wing, said that she was his *ki fa* wife, and the child was their daughter. On the afternoon of June 27 when he returned home he saw the child crying and was told by the wife that she had been chastised because she had made a mixture of hair gum sause and some medicine and had drunk it. He added that his wife had always treated the child well.

By Mr. Hall: The witness did not examine the child, but he saw a few weals on her arms when he rolled up her sleeves.

By the Magistrate: The witness married the defendant six years ago and the girl was her only child. He had never seen the defendant beat the child before. If his wife had tied the child's hands and then beat her round the room, he would certainly not have approved it. He thought his wife did tie the child's hands, but did not believe that she beat her after that. The witness admitted that when he saw the child's bruises and weal marks in the charge room, he thought that the beating had been "a little severe."

Magistrate (to Mr. Hall): The position is that the evidence shows that the beating was not conducted in the ordinary calm way, but was done in a thoroughly bad temper. The child had her hands tied behind her back, and the medical certificate showed that the beating was serious.

Mr. Hall replied that the only question was whether the punishment was excessive or otherwise.

Magistrate: Yes. That is the point on which Dr. Valentine's evidence has some bearing.

The case was adjourned for the doctor's attendance next Monday.

On Chief Inspector Kerr's application the child was sent back to the *Po Leung Kuk*.

The Inspector: It is my intention to ask that the child be taken before the S.C.A. when the case is finished.

Mr. Hall: I am going to address your Worship as to the future custody of the child, later on. I think she ought to be returned to her parents.

TO SHOW HIS ANNOYANCE.

A Chinese youth went to the Kwan Oi pawnshop, No. 57, Hollywood Road, at 5 p.m., on Friday last and tried to raise a loan of \$1 on a coat. He was turned down by the pawn broker and went away very indignant, after warning the accountant to be careful. Nothing much was thought of the threat at the time, but that the hooligan had meant what he said became evident when he again came to the shop at 10 p.m., and without any warning fired a shot into it and then made off. The shot struck the counter at which several journeymen were working, but fortunately no one was injured. The hooligan escaped.

CRAMP COLIC.

Worn of suffering from cramps in the stomach or intestinal pains, a Chinaman, this and Chinese, has been known to do this. There is no cause to do this, but it is no cause to do this. The man was working out fortuitously, and one was injured. The hooligan escaped.

GAMING ON THE SHARE MARKET.**DEBTS NOT RECOVERABLE.**

The practice on the part of various speculators on the market of not buying shares to sell, but to gamble in differences was referred to by Magistrate Kuan and Mr. Blackburn at the Shanghai Mixed Court on June 30, in giving a verdict for the defendant in a case involving \$11,990. Koo Zung-kyi sought to recover from Drung Wei-ching, a broker, in the Chartered Stock and Produce Exchange, this sum, alleged to have been deposited in connection with, and the profits on, certain share transactions made at plaintiff's request.

In giving judgment the Assessor said that on December 5, 1921, plaintiff sold 50 old shares for December delivery, 50 new shares for January delivery, and 50 old shares for February delivery. On the following day he sold 50 more old shares for February delivery. On December 15 he bought back 50 old shares December delivery, at a profit of \$115. On January 10 he brought back 50 new shares for January delivery, at a loss of \$150. On February 10 he bought back 50 old shares December delivery, at a loss of \$340. Plaintiff alleged that these were the only transactions and that after taking account of the various sums of money paid by him to defendant and brokerage, there remained a balance in his favour of \$11,990. Defendant, however, stated that there was a further transaction on February 23, when plaintiff bought back 50 old shares for February delivery at a loss of \$2,950, leaving a balance due to plaintiff of only \$668.

It was perfectly clear—in spite of plaintiff's denial—that when plaintiff sold shares for December, January and February delivery he was speculating. He had no share to dispose of and there never was any intention as between plaintiff and defendant that any scrip should pass. No scrip had in fact changed hands in respect of any of the transactions. Plaintiff's story that he had the scrip, but preferred to pay out large sums to meet the settlement rather than part with the scrip he held, was simply unbelievable.

The first time any scrip was tendered was on February 23, after the February settlement, when the 50 shares supposed to have been sold on December 5 were tendered to defendant by plaintiff's counsel. By that time, however, the market had gone to pieces. These shares were purchasable at a very low price. The tender was clearly an afterthought, and can certainly not be considered as a fulfilment by plaintiff of his obligation to tender the shares before the February settlement.

NO TRANSACTION ENFORCEABLE.

"We wish to emphasize," said the Assessor, "this point: that there never was any tender in this or in any of the other transactions. Likewise there was no intention that scrip should change hands. In other words the parties were gambling in differences, which like any other form of gambling can under Chinese law create no valid obligation enforceable in the courts."

The difference between buying forward and buying differences depended on whether at the time the parties intended really to buy and sell or only to buy differences according to market prices. In the latter case the transaction was what is called buying differences. It was regarded as mere gambling. What one party knew for some exceedingly fast wages, passage, that would do great credit to many of the far bigger and more powerful clipper. She remained in the Australian trade for many years and gained her laurels therein, but it is to be feared that she stayed in the memory of most people by reason of the memory of her crew, many years ago, rather than for her performances. Of course her sailing plan is now all down out of all recognition, but she has just managed quite a creditable run across from Australia.

AN OLD-TIMER COMES BACK.

There is an interesting little barque lying opposite the Bechtel Gas Works in the Thames at the moment, although most people passing up and down the river do not notice anything particular about her. For she now wears the Norwegian ensign and has Efendi painted on her stem, but her crew proclaim that she was built with a view to speed. This is indeed the case, for when she came out in 1878 she was the famous little "Tall Bock" built by R. and J. Evans, at Liverpool, for the Australian trade, and known for some exceedingly fast wages, passage, that would do great credit to many of the far bigger and more powerful clipper. She remained in the Australian trade for many years and gained her laurels therein, but it is to be feared that she stayed in the memory of most people by reason of the memory of her crew, many years ago, rather than for her performances. Of course her sailing plan is now all down out of all recognition, but she has just managed quite a creditable run across from Australia.

ODDS AND ENDS.**MAINLY SCISSORS LOOT.****WHAT IS COAL?**

Coal has been defined at last. After considering the subject for eight years the Departmental Committee on the spontaneous combustion of coal in mines issued its report. The report includes a definition of coal which will probably become as popular as "the Leith police disclaim us" or any of the other standard tests of subtlety. "Coal," the report states, "is a highly complex conglomerate of the degradation products of cellulose substance." So now we shall know the next time we prod a complex conglomerate of degraded cellulose with the poker. Immigrant Smuggling.

Large numbers of aliens of various nationalities are getting into the United States through huge smuggling operations, despite strong efforts to limit rigidly the quotas from each country as fixed by the new United States Immigration Law. An organized trade in immigrants, run by certain foreigners who are said to be charging high fees for the "privilege," has been discovered by Secretary of Labour Davis, who says that his force of agents is not able to cope with the situation unless considerably more money is allocated for the purpose. He considers that the effect of the law is being virtually nullified. It is stated that the smuggling of aliens is being mingled with rum-running from Cuba and other West Indian ports. The smugglers carry aliens and alien rum on the same trips, and land after dark at remote points.

FANTASTIC FINANCE.

Mr. T. A. Edison, the inventor, has joined forces with his personal friend, Mr. Henry Ford, the motor-car king, in a plea that natural resources are a perfectly good basis for federal currency—as good as gold.

Mr. Ford recently suggested water power and such natural assets as a proper security for paper money; Mr. Edison takes the same view, and in a questionnaire he has sent to financiers with the object of supporting the idea that dollar bills may be securely backed with "units of energy," he says: "What, in your opinion, would be the market value of gold if all the Governments should demonetize?" Answers given by American authorities indicate that they greatly respect Messrs. Ford and Edison as trade specialists, but that the financial ideas they put forward are scientifically unsound.

MRS. ASQUITH IN AMERICA.

In chats with Chicago reporters Mrs. Asquith is reported as saying that she has not seen any beautiful women in the United States, and she adds: "Englishwomen are the most beautiful in the world. There are no such complexion anywhere else. The American flapper is not attractive and lacks pretty ankles. English shopgirls have a lot more style."

American men she considers adorable,

but "they do run to type and are somewhat restless."

She did not have the entire field to herself in the way of criticism. "In her clinging gown of pearl grey, which matched her pale grey stockings, and chimed with her grey cheeks and hair" says one Chicago scribe, "she gave one the impression of a grey cockatoo, or, to be more complimentary, a sporting duchess."

He might have added that her lively chats on public platforms, delivered in a nicely modulated voice, reaching all parts of the house stamp her as the most successful lady lecturer from England that America has ever greeted. Her gift of repartee and invariable good humour have endeared her to the American democracy.

AN OLD-TIMER COMES BACK.

There is an interesting little barque

lying opposite the Bechtel Gas Works

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reason of the memory of her crew,

many years ago, rather than for her

performances. Of course her sailing

plan is now all down out of all

recognition, but she has just managed

quite a creditable run across from

Australia.

SANITATION.**WATER CARRIAGE SYSTEM FOR PEAK.**

The Sanitary Board met yesterday afternoon when the approval of the Government to the extension of the water carriage system to the Peak was announced. It arose from a letter from the Government regarding an application from the Hon. Mr. H. W. Bird for an installation at 138 The Peak.

The members present were: the President (Mr. D. W. Traiman), the Director of Public Works (the Hon. Mr. T. L. Perkins), the Hon. Mr. Chou Shou-sun, Mr. S. W. Tao, Dr. Black, Dr. Ozorio, Mr. C. G. Alabaster, the Medical Officer of Health and the Secretary.

The Chairman said that on the previous circulation of this paper, Dr. Ozorio intimated: "The treatment meted out to this Board by the Government can only be termed grossly inconsiderate. The Government has

been disconcerted on three different occasions: (1) in making known its

decisions to a third party, the Hon. Mr. H. W. Bird, before advising the Board.

The Board came to know of the Government's decision in this matter from a letter from Mr. Bird to the Board; (2) in failing to answer the Board's letter asking for its

decision on the Board's recommendation;

(3) in granting Mr. W. E. L.

Sperton permission to construct water closets before receiving the permission of the Board."

The President had intimated,

"I would remind the Board that this permission is essential," and Dr. Ozorio, in his

special meeting on 8th June,

had intimated: "The financial position of the League is at present the most burning question, and it is hoped to launch a

public appeal at an early date for the

creation of an Endowment fund of

\$100,000. In the meantime, guarantees have been received to enable

the work of the League to continue at

any rate until October.

The Chairman said that a letter had

since been received from the Government on this matter. The letter was as follows:

Colonial Secretary's Department,

17th June, 1922.

Sir,—I am directed to state that Mr. Sayer has drawn the Government's attention to the fact that the Government in Council had granted permission for the installation of water closets at No. 138, The Peak without a previous recommendation from the Sanitary Board.

2.—The Governor in Council in giving consent to such installation was under the impression that the permission of the Board had been obtained.

Answers given by American authorities indicate that they greatly respect Messrs. Ford and Edison as trade specialists, but that the financial ideas they put forward are scientifically unsound.

3.—A reply will be sent very shortly

to the Board's letter of the 7th October and 3rd March last, on the general question of water closets, the delay in answering which is due to difficulties which have to be considered in connection with water supply and drainage.

It has been decided to adopt the Board's recommendation that water closets should be permitted at the Peak.—I am, Sir, yours faithfully,

A. G. M. Fletcher,

Colonial Secretary.

The Head of the Sanitary Department,

Hongkong.

The Director of Public Works said that he could assure the Board that the delay was certainly not due to any discourtesy. A great deal of trouble had been expended upon this question and even that day he had been dealing with some points in connection with it.

The President moved that the Board recommend the granting of the application.

Dr. Black seconded and the motion was carried.

— VOTING.

On a notification by the Govern-

ment refusing to sanction an applica-

tion for the erection of water closets,

Dr. Ozorio asked if it was the usual

procedure for the Board to notify the

Governor in Council that the Head of

the Sanitary Department and the

Medical Officer of Health had voted

WEDNESDAY, JULY 5, 1922

THE CHINA MAIL.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.
 July 7. D. L. Haiching.
 8. C. N. Kaying.
 9. C. N. Szeching.
 10. I.C.S.N. Hangang.
 11. D. L. Tungus.
 12. I.C.S.N. Yatshing.
 13. O. S. K. Soochow.
 14. I.C.S.N. Choyang.
 15. I.C.S.N. Waishing.
 16. D. L. Halpong.

AMOY.
 July 6. C. N. Kasehow.
 8. I.C.S.N. Tinggang.
 9. D. L. Haiching.
 10. C. N. Kaying.
 11. S. R. I. Japan.
 12. D. L. Tungus.
 13. J. C. J. Tukian.
 14. O. S. K. Soochow.
 15. D. L. Haikong.

FOOCHOW.
 July 7. D. L. Haiching.
 11. D. L. Tungus.
 14. D. L. Halpong.

SHANGHAI.

July 6. I.C.S.N. Tingang.
 7. P. & O. Szechan.
 8. C. M. Nippon.
 9. C. N. China.
 10. I.C.S.N. Colan.
 11. M. M. Andam Lebon.
 12. T. K. S. Silver Mart.
 13. B. I. Japan.
 14. C. N. Szechan.
 15. N. Y. K. Kamo Mart.
 16. F. E. Diomed.
 17. C. N. Suwano.
 18. J. C. J. Tukian.
 19. C. P. S. Empress of Asia.
 20. I.C.S.N. Choyang.
 21. A. L. Keyston State.
 22. P. & O. Waishing.
 23. T. K. S. City of Manchester.
 24. P. & O. Sardinia.
 25. R. F. Jason.
 26. M. M. Tenyo Mart.
 27. N. Y. K. Yorozu Mart.
 28. B. F. Amboise.
 29. N. Y. K. Mentor.
 30. C. P. S. Yokohama Mart.
 31. G. N. Empress of Canada.
 32. A. L. President Jackson.
 33. P. & O. Devanha.
 34. T. K. S. Korea Mart.
 35. R. F. Titian.
 Aug. 4. M. M. Cordillera.
 10. C. P. S. Empress of Russia.
 11. C. M. Nanking.
 12. L. T. Trada.
 13. P. & O. Kalyan.
 14. T. K. S. Shiroi Mart.
 15. C. P. S. Pres Lincoln.
 16. P. & O. Express of Australia.
 Sept. 8. C. P. S. Plym.
 9. C. P. S. Express of Asia.
 10. C. P. S. Pele.
 11. P. & O. Macau.
 12. T. K. S. Taiyo Mart.

TINGTAO.
 July 8. C. N. Szechuan.
 9. I.C.S.N. Haungsang.
 14. I.C.S.N. Waishing.

TIENTSIN.
 July 8. I.C.S.N. Chingshing.

HANKOW.
 July 17. B. F. Jaozi.

KEELUNG.
 July 18. T. K. S. Tenyo Mart.
 19. T. K. S. Korea Mart.
 20. N. Y. K. Kago Mart.
 Sept. 3. T. K. S. Taiyo Mart.

HAIPHONG.
 July 11. M. M. Armand Bebic.
 12. O. S. K. Haigo Mart.
 13. I.C.S.N. Letzang.
 14. M. M. Cambod.
 Aug. 8. M. M. Andam Lebon.
 22. M. M. Ambioise.

HOIHOW.
 July 8. C. N. Chenan.
 13. I.C.S.N. Leesang.

SAIGON.
 July 11. M. M. Armand Bebic.
 12. O. S. K. Chicago Mart.
 13. I.C.S.N. Cambod.
 Aug. 8. M. M. Andam Lebon.
 22. M. M. Ambioise.

BANGKOK.
 July 11. I.C.S.N. Yatshing.

SINGAPORE.

July 7. R. I. Mirarpore.
 8. C. N. Damocles.
 9. N. Y. K. Awa Mart.
 10. O. S. K. Chicago Mart.
 11. R. P. Atross.
 12. M. M. Armand Bebic.
 13. I.C.S.N. Atlas Mart.
 14. B. F. Cyclops.
 15. P. & O. Pyrhus.
 16. P. & O. Janus.
 17. P. & O. Soodan.
 18. P. & O. Karmala.
 19. P. & O. Jaxox.
 20. P. & O. Oldekerk.
 21. P. & O. Altono Mart.
 22. P. & O. Kito Mart.
 23. P. & O. Cambod.
 24. P. & O. Kepulauan.
 25. P. & O. Calcutta.
 26. P. & O. Rypon.
 27. P. & O. Kabazar.
 28. P. & O. Glaciar.
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This Polish boy did not know English when he landed in America only one year ago but already he has won a prize for an English essay.



Charged with shooting an ex-marine, the seated man says he was being held up, and his wife (left) supports his story.



Orville an accomplished cow puncher, now a lawyer and historian.



This former Secretary of the U.S. Treasury attended a cowboys' rodeo or round up, wore one of their characteristic shirts, and, in fact, did his best to look the real thing. Anyway, he didn't fall off.



They are not taking a rest of a reception at Admiralty House, at which a shell-shocked vet-fan with whom Princess Mary shook hands gripped her hand and then could not let go. Others had to pull open his fingers. Officials people wished to punish him, but she forbade it.



Captain Ronald Tonic.

R. F. C. man who murdered Gertrude Yates in her London apartment. Extraordinary efforts have been made to get him reprieved as insane, some of the papers alleging undue influence.



This is the Comptroller of New York City. There was some transit litigation in which he checked the Court. Sixty days for contempt, said the Judge.



Father of the young man charged with shooting an ex-marine, member of a blackmailing gang.

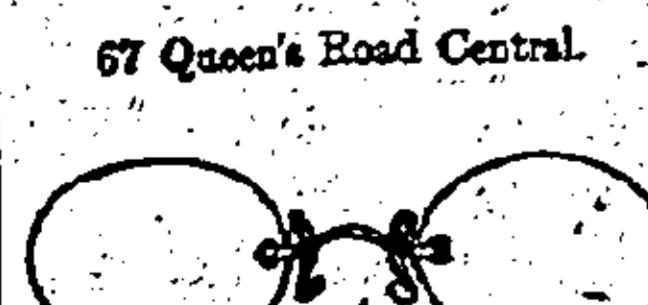
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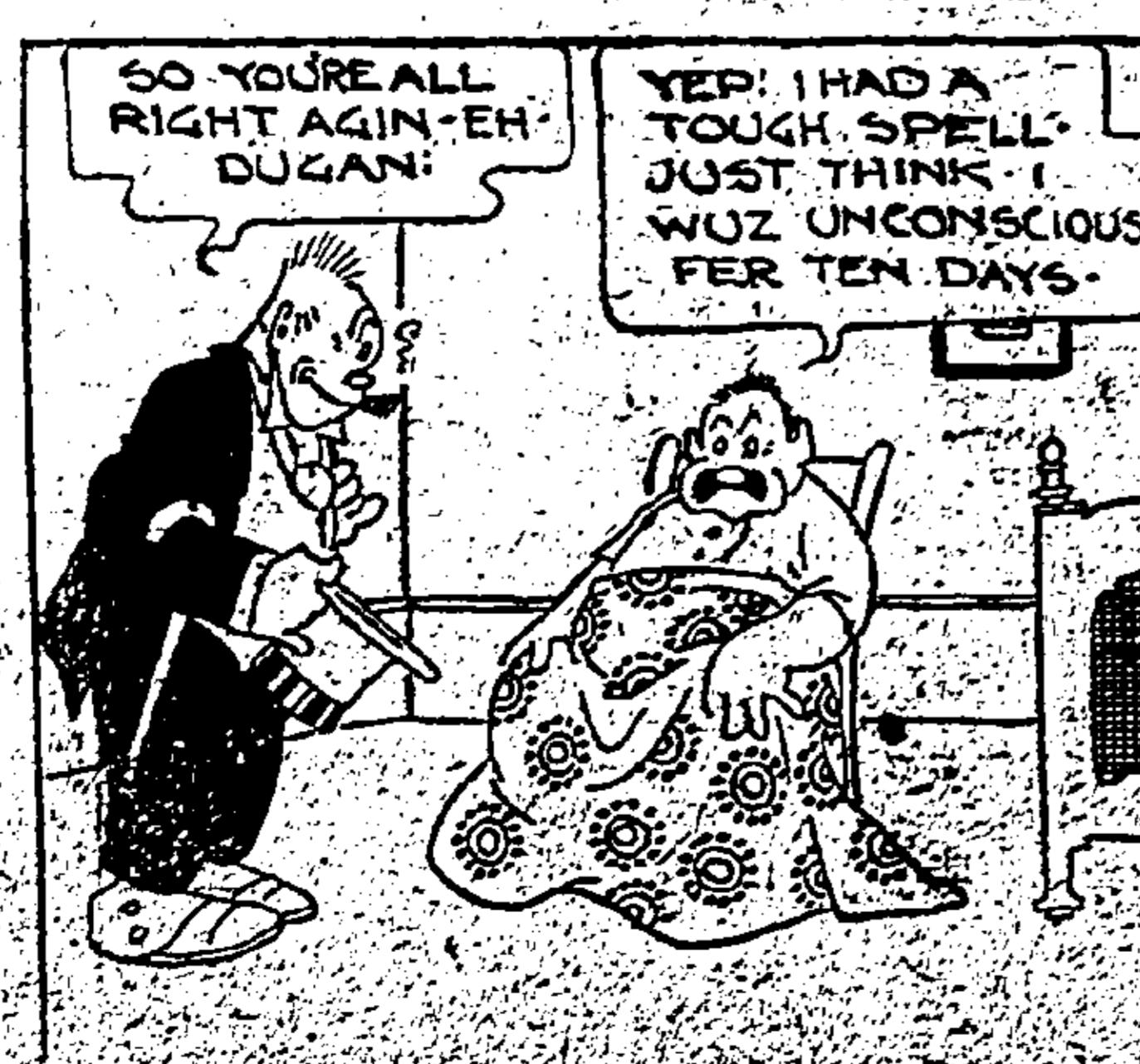
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many local doctors for its
accuracy and cheapness.

SEE US THEN SEE



UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Rae Hongkong Hotel, from Osaka.
Tengtzeim Representing John Dickens Company, from Tientsin.

Jow Grawny Hongkong Hotel, from Shanghai.

Ogino Matsubara, from Tsukukuchi-ben.

Pao Chong Queen's Road West, from Shanghai.

Chuanha, from Amoy.

Wetan, from Shantou.

Chunche, from Ningpo.

Yungming, from Osaka.

Tanazumi 50 Morrison Hill Road, from Shantou.

Hingchung 6 First Floor Des Voeux Road, from Shantou.

Police Kossing Street, from Shantou.

Mow-wobing, from Tainan.

TMS Chiayi Hongkong Kianke, from Amoy.

Wong 13 Caine Road, from Shanghai.

Tanley Outward, from Amoy.

To KRING,

Superintendent.

Hongkong, June 29, 1922.

EASTERN EXTENSION AUSTRALIA & CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in

E. Telegraph Office Hongkong.

Fukusawa, from Shikwa Formosa.

Jamekrab, from Washington D.C.

Tapia, from Calcutta.

M. E. F. AIREY,

Superintendent.

Hongkong, June 29, 1922.

MOVEMENTS OF STEAMERS.

The T.N.K. ss "Rakuyo Maru" arrived at Manila on July 1st at 3 a.m. and sailed same day at 5 p.m. for Niigata.

The T.N.K. ss "Taio Maru" arrived at Yokohama on July 2nd and sailed today for Honolulu and San Francisco.

The N.A.I. Motor ship "Ten-e-fu" (Norwegian Africa and Australia Line, China and Japan Service) has left Singapore for Hongkong.

The C.P.S. R.M.S. "Empress of Asia" will be at 10 a.m. tomorrow and will berth at Kowloon Wharf Pier No. 2.

The Pan Line's "Panay" from London left Singapore for this port on June 30 and may be expected to arrive here to-morrow.

The C. M. ss "China" will sail for San Francisco via Shanghai, Nanking, Yokohama and Honolulu to-morrow noon.

The B. F. ss "Tunder" ss "Pecific" left London July 4 and is due here on July 7 daylight.

The B. I. (Apear Line) ss "Japan" is expected to arrive at Hongkong on or about July 7.

The N.Y.K. ss "Hakuseki Maru" (European Line) left Kobe for Hongkong via Moji and Shanghai on June 27 and is expected to arrive on July 6 and will sail for Europe on July 7.

The B. I. ss "Japan" sailed from Colombo via Rangoon on June 17 and is expected to arrive at Hongkong on or about July 8.

The N.Y.K. ss "Kanso Maru" (European Line) left London for Hongkong via Suez on May 31 and is expected here on July 10.

The Shepard Tug Co. "Kinburn" is expected to sail from Moji about July 6 and is due at this port on or about July 11 when she will be leaving for New York, via Panama, calling at Manila.

The T.K.K. ss "Tokyo Maru" left Yokohama on July 2 and is due at Hongkong on July 11.

The N.Y.K. ss "Aki Maru" (Australian Line) left Sydney for Hongkong via Suez on June 24 and is expected here on July 13.

The N.Y.K. ss "Awaji Maru" (Bombar Line) left Bombay for Hongkong via Suez on July 3 and is expected here on July 10.

The Shepard Tug Co. "Kinburn" is expected to sail from Moji about July 6 and is due at this port on or about July 11 when she will be leaving for New York, via Panama, calling at Manila.

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The N.Y.K. ss "Awaji Maru" (Bombar Line) left Bombay for Hongkong via Suez on July 3 and is expected here on July 10.

The C.P.S. R.M.S. "Empress of Asia" left Vancouver for Hongkong via Japan, ports Shanghai and Manila, on June 30 and is due here on or about July 20.

The N.Y.K. ss "Kanso Maru" (European Line) left London for Hongkong via Suez on June 14 and is expected here on July 22.

The B. F. ss "Machan" left Liverpool on June 24 and is due at this port about July 29.

The B. F. ss "Theo" left the Continent on June 25 for Sumatra, Hongkong, and Japan and is due at this port on or about July 18.

The C.P.S. R.M.S. "Empress of Asia" left Vancouver for Hongkong via Japan, ports Shanghai and Manila, on June 30 and is due here on or about July 20.

The N.Y.K. ss "Kanso Maru" (European Line) left London for Hongkong via Suez on June 14 and is expected here on July 22.

The B. F. ss "Machan" left Liverpool on June 24 and is due at this port about August 4.

The P. & O. ss "President Harrison" (Formerly the "Wolverine State") will sail from San Francisco on July 11 arriving at Honolulu on July 9. This steamer left for Manila on June 11, arriving at that port on June 12, leaving on June 16 and arriving at San Francisco on August 1.

The C. M. ss "City of Manila" left New York on June 12 and is due to arrive Hongkong on August 18.

BLAZON TYPE NOT NECESSARY.

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Erman, Mond & Co. (China) Ltd.
Alkali Manufacturers
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Hughes & Hough—Des Voeux Rd.
and Ice House St., Government
Auctioneers—Coal, Share and General
Broker.

Banks
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Des Voeux Road Central.

The Bank of East Asia, Ltd.,
Des Voeux Road Central, Hongkong.

The Chinese Merchants Bank Ltd.,
Alexandra Building, Chater.

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Builders Contractors
34 D'Aguilar Street. Tel. No. 1337.

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Manager, Lee I-Cheung.

Coal Merchants
Hing Ip Co., Coal Merchants,
7, Queen's Rd. Central, 1st floor.
Telegraphic address "Hinde and Co.",
P. O. Box 403.

Kwong Hang & Co., Coal Merchants
43 Des Voeux Rd. Central. Tel. 2708.
The Landy Co., Coal Merchants &
Shipping Commercial Agents. 8, Des
Voeux Road W. Manager J. D. Watt.
Tel. 3657. Cable "Lundy."

Cotton Yarn Importers
Gosha Kabushiki Kaihatsu
Importers Cotton Yarn & Piece
Goods; No. 7, Merchantile Bank
Building. Tel. No. 2774 and 2908.

Curio Dealers
Kit Fat, Chinese Curios, Jades, and
Fine Art Porcelain, Silvered Collec-
tion of Ancient Chinese Pictures,
& Wyndham Street, Hongkong,
opposite Coronet Theatre.

Dentist
Harry Fong, Dentist.
1st floor, No. 74, Queen's Road
Central. Tel. No. 1251.

Dyeing & Dry Cleaning
The Diamond Dyeing & Dry
Cleaning Co., Cassim Ahmed,
Agents, 32-34 Wellington Street and
No. 25 Nathan Road, Kowloon.

Electrical Suppliers
The Globe Electrical Supply Co.,
Electrical Supplies & Contractors,
72, Queen's Rd. Central. Tel. No. 3270.

The Po Kwong Electric Co.
Electrical Works. Exporter to
Government. Moderate charges and
prompt delivery guaranteed. Tel. 1145.
Des Voeux Road Central. Phone 1145.

Sang Kee Co., Electric Cables and
Accessories, 81 Queen's Road Central.
Tel. 1495.

Sun Hing Co., Electro platers and
Electrical Contractors also Typewriter
Reparers. 10 Pottinger St. Tel. 3580.

The Sun Light Co., Ltd., Electrical
Suppliers and Contractors, 137, Des
Voeux Road, Central. Tel. 2255.

Engineers & Shipbuilders
W. S. Bailey & Co., Ltd.,
Engineers & Shipbuilders,
Kowloon Bay
"New York" Repair
Cai Fai, "L."

Furniture Dealers
Kowloon Furniture Co., Furniture
Dealers & Manufacturers, Furniture
for Office, Schools, Hotels, etc., 22,
Nathan Road, Kowloon.

Yee Cheong Loong, High Class
Furniture Dealers. Undertakes Re-
novations and Repair of Furnitures.
No. 22, Lyndhurst Terrace. Tel. 3763.
Chief Manager.—Ah Soo.

Garages
Star Garage, Motor Cars, Motor
Cycles Repairing and Overhauling.
Cars on hire and for sale. 42 Des
Voeux Road, Central. Tel. 3037.

Garter Manufacturers
M. Y. & H. T. Lee Bros. Co.,
Importers & Exporters.
Garter Manufacturers. Tel. 304.
No. 48, Bonham Street West, Hong
kong, China.

Glass Merchants
A. Ling & Co., Glass Merchants,
Furniture, Mirror and Canton Marble
Manufacturers. Electro-plated, Glass
and Crockery Ware and Photo
Supplies. 19, Queen's Road Central.
Tel. No. 1219.

Importers & Exporters
The Asiatic Trading Co., Ltd.,
Manufacturers' Agents, Importers
and Exporters.
Telegraphic Address "Asinco"
14, Queen's Road Central. Tel. 2262.

Joe Bros. & Co., Importers and
Exporters, and Consignment Agents.
Des Voeux Road.

Chia Brothers, Importers, Exporters
Agents and Consignment Agents.
Agents for, 1st Class
Telephones and Chinese Restaurant.
14 Hong Chang Choy Street as all known
Tel. 1022. 21, 23, 25 & 27 Des Voeux Rd.
Box 11. Office Address "Pharish."

Importers & Exporters
The Hongkong Import Co.,
Importers and Exporters.
Tel. 3057. No. 27, Queen's Road Central.

Kwong Sun & Co., 38 Queen's Road
Central. Ko Chi Chung (Manager).
Kwong King Hin (Ass't). Tel. 3188.

Leisan & Co., Limited, Importers,
Exporters & Commission Agents.
16 Des Voeux Rd. Central. Tel. 473.

Masuda Trading Co.,
Importers and Exporters.
NIKKO—Japanese fine art, curios.
23, Queen's Road Central. Tel. 1286.

Nam Wing Loong,
General Storekeepers. Wine & Cigar
Merchants. General Importers.
Exporters of Chinese Produce.
Tel. 531.

Universal Commercial Co.,
33 Connaught Road, Central. Tel.
1523. P. O. Box 78. Agents Singapo-
re Rubber Sales. Cable address
"Salemmer". Mgr. L. C. Chee.

Insurance Agents
The Wai Cheong Co.,
184, Queen's Road Central, Agents
for The Venus Life Assurance
Co. General Merchants and Com Agents
Tel. No. 1833.

Ladies' Hatter
Ensuite Ladies' Hatter,
Nathan Road, Kowloon.
Business hours 10 A.M. to
Saturdays 11 till 1.

Land & Estate Agents
Fun Yick Cho, Land & Estate Agents
Tel. 911-1857.
35, Queen's Road Central.

Leather Goods
Nam Keng Suitcase Co.,
Meet makers of Leather Suitcases,
Hand Bags, Purse, Belts, etc.
12 Pottinger St., 28 Queen's Rd. Ct.
and 33 Hillier St.

Pik Ah, Manufacturer of Leatherware,
Suitcases, Handbags & Leather
Carters. 912, Queen's Road, 44
Jervois Street, Tel. 1745.

Po Hing, 24 Des Voeux Road. Manu-
facturers of Leather Suitcases, Hand
Bags, Trunks etc.

Lumber Merchants
Cheng Hing Lumber Co.,
Lumber Merchants.
Mr. H. K. Wong, Manager.
73-74 Queen's Rd. Central. Tel. 5127.

Matting,
Chong Lung, Dealer in Mats, etc.
Mats, Rugs, etc., also Rattan and
Twine. 20, Nathan Road, East, Tel.
7174. Mr. Ching Tsoo Hug.

Miners
China Commercial Co., Ltd.,
Miners, Importers and Exporters.
14-16 Queen's Road Ct. Tel. 3802.

Hop Yick, Manganese Mining Co.,
Miners. 34, Queen's Road. Tel. 2783.

Oil Merchants
Nam Mow Lung Kee,
China Oil Merchant.
Tel. 1119. 134, Connaught Rd., Cl.

Optician
N. Lazarus, Opticians.
Tel. 2202. 12, Queen's Rd. Central.

Paper Merchants
The Fuji Trading Co., Ltd.,
Sales Agents, The Fuji Paper Co.,
Ltd. of Tokio. 14, Chater Road, O.
P. O. Box 540.

Photographers
A. Hing, Photographer.
Enlarging, De-cloping & Printing
undertaken at Moderate Rates. No.
24, Queen's Road East. Tel. No.
2342.

Mrs. Cheung, Photographer.
23, Ice House Street,
7, Beaconsfield Arcade (Branch).
Developing & Printing undertaken.

Providers
Yee Hung Yocky & Co., Dealers
in Foreign Straw Hats, Topper,
Hair Lotion, Perfum, Fountain Pen,
Writing Pad, Ink, etc.
No. 24, Pottinger Street, Tel. 2016.

Printers
The "China Mail," General Printers,
Publishers and Bookbinders.
5, Wyndham Street. Tel. 22.

Noronha & Company, (Government
Printers), Publishers and Binders.
Tel. 1004. Wyndham Street.

Postage Stamp
The Union Printing Co., Ltd.,
26 Wellington Street, Bookbinders,
Stationers and makers of Revenue
Stamps. High class work a specialty.
Tel. 2566.

Victoria Printing Press, Tel. 1888,
Printers, Publishers, Bookbinders,
Stationers, Rubber Stamp Makers
No. 2 D'Aguilar Street.

Restaurant

On Lok Yuen Co., Ltd., 1st Class
European and Chinese Restaurant.
Agents for, 1st Class
Telephones and Chinese Restaurant.
14 Hong Chang Choy Street as all known
Tel. 1022. 21, 23, 25 & 27 Des Voeux Rd.
Box 11. Office Address "Pharish."

Ship Chandlers
Chung Fook, 73 Connaught Rd. Cl.
First floor. Tel. 638.
Shipchandler, Stevedores and
Commodore.

Wang Kee & Co., Shipchandlers,
Commodore, Stevedores & Coal
Merchants. Ballast & Pilot supply.
No. 38 & 37, Connaught Rd. Cl. Tel.
No. 946.

Shipowners
The Keen Sang Steamship Co.,
25, Wing Lok Street, West.
Telephone No. 2212.
Shipowners and Agents.
S. S. "Seitan" & "Hawh Chie".

Man Wing S. S. Co., Ltd.,
33, Bonham Strand West. Tel. 1710.
Regular Freightingly Service
Hongkong and Haiphong via Hainan
and Batan.

San Pak S. N. C.,
32 Connaught Rd. Central. Tel.
1523. P. O. Box 78. Agents Singapo-
re Rubber sales. Cable address
"Salemmer". Mgr. L. C. Chee.

Shoemakers
Jum Kee, Dealer in Sewing Machines
and Accessories, Boot & Shoe Maker.
Pottinger Street.

Tailors

Ah Young, Tailors, Drapers & Out-
fitters, Hat & Clothing. Suits made
to order. No. 74, Queen's Road
Central. Tel. No. 2800.

Sing Cheong,
Ladies' and Gentlemen's Tailor.
24, Wyndham Street, 2nd floor.

Typewriter Dealers

Hop Sing & Co., Typewriter Dealers.
Typewriter Cleaning and Repairing.
24, Pottinger Street. Tel. 3212.

Wine & Spirit Merchants

Kwan Tye, General Stockholder,
Wine & Spirit Merchant.
No. 102, Queen's Road Central.

PASSENGERS.

DEPARTURES.

Per P. O. s. "Kashmir," to-day :—
Mr. and Mrs. Rosepett, two Misses
Wade, Mr. Wade, Mr. and Mrs. Marshall,
Miss E. Chris, Mr. and Mrs. Beck, Miss
Aiston, Mr. and Mrs. MacKay, Lady Astor, Miss
M. MacKay, Lady Astor, Miss
Marshall, Mr. and Mrs. Beck, Miss L.
Colby, Miss Aviat, Mrs. Standage, Mr.
and Mrs. Torpe, Miss C. M. K. Dickson,
Mr. G. F. Carville, Capt. B. S. Hey,
Mr. Alex Shaler, Messrs. Gilbertson, Sillan-
den, F. Heyman, J. Malherbe, Kataima,
Capt. and Mrs. Whitworth, D. Messel-
l, I. Hain, Capt. A. R. de C. Figueras,
Capt. Fernandez, Rev. A. A. Cardo,
Mr. R. Stopher, Mr. G. Mudie, Dr.
Other, Messrs. E. Johncock, Drake,
Griffiths, F. I. Izard, E. Jones, two
Misses McCullagh, Mr. and Mrs. Palliser,
Mr. M. C. Foo, two Misses Othmer, Miss
Bur, Miss C. M. Smith, Mrs. Oliver, Mrs.
W. White, Mr. and Mrs. Ferrie, Mr. Hsi
Yuan Fang, Mr. Chow Sung Lee, 4th
Engineer ex. s.s. "Plasy," Miss E. Wil-
son, Miss A. Love, Mrs. Ventura, Mr.
Archant, Capt. C. R. L. Hopper, Messrs.
H. Watson, F. Patterson, Haukin and
Dr. Michie.

HONGKONG TIDES.

The tide-table given below has been
compiled at the National Almanac Office
in London from the result of the analysis
of observations taken by means of an
automatic tide-recording machine in the
water. Police Baitin at Tsim Sha Tsui
during the years 1908-9.

The zero of the sounding in the Admiralty
Chart which has been found to be 4 feet
below mean sea-level.

To obtain the depth of water on the
side of the Victoria Naval Yard
44 feet 4 inches, and on the gauge
at Latour Dock, Aberdeen, add 10 feet
4 inches to the height given in the table.

July 5 to 11.

	High Water	Low Water
Mon.	10.12	6.02
Tue.	9.15	5.05
Wed.	8.18	4.08
Thur.	7.21	3.12
Fri.	6.24	2.15
Sat.	5.27	1.18
Sun.	4.30	0.21
Mon.	3.33	0.14
Tue.	2.36	0.07
Wed.	1.39	-0.02
Thur.	0.42	-0.11
Fri.	-0.25	-0.28
Sat.	-1.22	-0.35
Sun.	-2.25	-0.48
Mon.	-3.28	-0.61
Tue.	-4.31	-0.74
Wed.	-5.34	-0.87
Thur.	-6.37	-1.00
Fri.	-7.40	-1.13
Sat.	-8.43	-1.26
Sun.	-9.46	-1.39

As a remedy for one of woman's most
troublesome ailments Pinkettes, the
dainty little laxatives, are perfection.
They are equally helpful for men
genuinely affected.

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